1-15. CANCELED

16. (NEW) A device for controlling at least one of a starting process, a driving process and a shifting process of a motor vehicle having a drive motor (2), a gearshift (6) and a starting and shifting clutch (4), with the drive motor (2) drivingly connected with the gearshift (6) via the starting and shifting clutch (4) and a clutch actuation device (25, 26), a control apparatus (13) communicates with a power adjusting element for controlling output of the drive motor (2) and is connected with sensors (14, 17, 19, 21) by sensor lines, the sensors (14, 17, 19, 21) sensing an accelerator deflection angle (A), a motor rotation speed (C) and a transmission input shaft rotational speed (E), the control apparatus (13) has a first calculation module (28) which calculates a target motor rotational speed value (D) as a function of a transmission output shaft rotational speed (G) and a gear to be shifted, toward which the motor rotational speed (C) is adjusted in connection with such shifting process; the control apparatus (13) has a second calculation module (29) with which, when the clutch (4) is slipping, a fuel injection amount (B) for the drive motor (2) is calculated as a function of the accelerator deflection angle (A) as well as at least one of the motor rotational speed (C) and the transmission input shaft rotational speed (E); and a third control module (32), outside of the shifting process when the clutch (4) is not slipping, the fuel injection amount (B) of a current fuel injection amount value is adapted to a target fuel injection amount (F) specified by a driver through the accelerator deflection angle (A).

17. (NEW) The device according to claim 16, wherein the clutch (4) is an independently closing, centrifugally actuated clutch.

18. (NEW) The device according to claim 16, wherein the control apparatus (13) is connected with a sensor (21) for recording an actuation position of the clutch (4).

19. (NEW) The device according to claim 16, wherein the first, the second and the third calculation modules (28, 29, 32) are separate devices, and each of the separate devices is connected with the control apparatus (13) through signal cabling.

20. (NEW) The device according to claim 16, wherein the control apparatus (13) is connected with a sensor (23) for determining the rotational speed (G) of the transmission output shaft (7).

21. (NEW) The device according to claim 16, wherein the gearshift (6) is an automatic transmission.

22. (NEW) A method for controlling at least one of a starting process, a driving process and a shifting process of a motor vehicle, the method comprising the steps of:

calculating a target motor rotational value (D) as a function of a transmission output shaft rotational speed (G) and a gear to be shifted;

adjusting a motor rotational speed (C) to the target motor rotational value (D); and

setting the fuel injection amount (B) for a drive motor (2) as a function of an accelerator deflection angle (A) as well as at least one of the motor rotational speed (C) and a transmission input shaft rotational speed (E), when the clutch (4) is slipping.

23. (NEW) The method according to claim 22, further comprising the step of outside of the shifting process, when the clutch (4) is not slipping, adapting the fuel injection amount (B) of a current value to a target fuel injection amount (F) specified by a driver through the accelerator deflection angle (A).

24. (NEW) The method according to claim 22, further comprising the step of calculating the target motor rotation value (D) on a basis of the accelerator deflection angle (A) and the motor rotational speed (C).

25. (NEW) The method according to claim 22, further comprising the step of determining the motor rotational speed (D) from at least one of a torque characteristic of the drive motor (2), a reduction in speed of the power train (1) and the transmission output rotational speed (G).

26. (NEW) The method according to claim 22, further comprising the step of ascertaining the rotational speed (G) of the transmission output shaft (7) for determining an operating situation of the motor vehicle.

27. (NEW) The method according to claim 22, further comprising the step of ascertaining the actuation position of the clutch (4) for determination of an operating situation.

28. (NEW) The method according to claim 22, further comprising the step of setting the motor rotational speed (C) when a clutch slippage is ascertained on the clutch (4) which exceeds a specified target slipping value.

29. (NEW) The method according to claim 22, further comprising the step of outside of the shifting process, engaging a gear only when the target motor rotational speed (D), the motor rotation speed (C) and a transmission input shaft rotational speed (F) do not deviate from one another further than a specifiable rotational speed amount.

30. (NEW) The method according to claim 29, further comprising the step of the increasing the specifiable rotational speed amount after introducing gear engagement.